

Message Text

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ACTION EUR-25

INFO OCT-01 ISO-00 EB-11 CIAE-00 DODE-00 PM-07 H-03 INR-10

L-03 NSAE-00 NSC-10 PA-03 RSC-01 PRS-01 SPC-03 SS-15

USIA-15 ACDA-19 IO-15 CAB-09 COME-00 FAA-00 DRC-01

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FM USMISSION BERLIN

TO SECSTATE WASHDC 2452

INFO AMEMBASSY BONN

AMEMBASSY LONDON

AMEMBASSY PARIS

AMEMBASSY MOSCOW

USMISSION NATO

C O N F I D E N T I A L BERLIN 1664

E.O. 11652: GDS

TAGS: PGOV, ETRN, WB, GW, UK

SUBJECT: BCATAG DISCUSSION OF TEGEL-TEMPELHOF PROBLEM

REF: STATE 186472

ACTION EUR, INFO EB

SUMMARY: BCATAG DISCUSSION SEPTEMBER 19 OF TEGEL-TEMPELHOF TRAFFIC DISTRIBUTION PROBLEM WAS INCONCLUSIVE AND PROVIDED LITTLE DEFINITIVE INFORMATION ON COSTS. END SUMMARY.

1. SENAT REP AT SEPTEMBER 19 BCATAG MEETING SAID COST STUDY UNDERTAKEN BY WORKING GROUP COMPOSED OF REPRESENTATIVES OF PANAM, BEA, AIRPORT COMPANY (BFG) AND SENAT, SHOULD BE COMPLETED SHORTLY. HE REPORTED AIRLINES HAD TAKEN POSITION THAT THEY SHOULD EITHER BOTH STAY AT TEMPELHOF OR BOTH MOVE TO TEGEL. (PANAM HAS TOLD US THEIR WILLINGNESS TO MOVE TO TEGEL IS CONTINGENT ON SOMEONE ELSE PICKING UP ADDITIONAL OPERATING COSTS-A CONDITON
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SENAT REP FAILED TO MENTION.) HE SAID STUDY REPORT LIKELY TO

PRESENT TWO ALTERNATIVES: 1) MOVE BY BOTH PANAM AND BEA TO TEGEL, FAVORED BY AIRLINES, AND 2) SPLIT OPERATIONS BY BOTH AIRLINES AT BOTH AIRPORTS, FAVORED BY BFG. BFG, ACCORDING TO SENAT, WAS TAKING POSITION THAT BOTH AIRLINES COULD NOT BE ACCOMMODATED AT TEGEL DUE TO INSUFFICIENT PEAK-HOUR CAPACITY, A POSITION SENAT DOES NOT SHARE.

2. ON QUESTION OF COSTS, SENAT REP SAID CURRENT ESTIMATES OF INCREASED ANNUAL OPERATING COSTS IF BOTH AIRLINES MOVED TO TEGEL WERE DM 3.3 MISSION FOR PANAM AND DM 2 MISSION FOR BEA. HE COMMENTED THAT THESE FIGURES WERE CONSIDERABLE LOWER THAN A EARLIER ESTIMATE. SENAT

HAD NO ESTIMATE OF COSTS OF SPLIT OPERATIONS. IT LIKEWISE OFFERED NO RECOMMENDATIONS ON HOW AIRLINES COULD COVER HIGHER COSTS, BUT IN RESPONSE TO ALLIED EXHORTATION THAT THIS IN FACT WAS CRUX OF PROBLEM, FRG REP SAID THAT FRG WOULD SEEK SOLUTION TO FINANCIAL PROBLEMS. BFG REP STATED THAT ON EARLIER ASSUMPTION THAT BEA ALONE WOULD MOVE TO TEGEL, BFG ANNUAL DEFICIT FOR OPERATION OF THAT AIRPORT WAS EXPECTED TO BE DM 15-20 MILLION. IF BOTH AIRLINES MOVED TO TEGEL, HE ESTIMATED BFG WOULD REQUIRE THIS SAME AMOUNT TO MAINTAIN EMPTY TEMPELHOF AIRPORT WHILE BFG DEFICIT AT TEGEL WOULD GROW TO DOUBLE THIS AMOUNT (ON BFG ASSUMPTION THAT BOTH AIRLINES COULD NOT MOVE TO TEGEL WITHOUT CONSTRUCTION OF ADDITIONAL FACILITIES). IN DISCUSSION OF POSSIBLE TEGEL CAPACITY PROBLEM, BFG REP WAS RELUCTANT TO CONSIDER RETENTION OF PRESENT TEGEL NORTH FACILITIES FOR USE BY CHARTER CARRIERS. SENAT REP SAID ACTUAL MOVING EXPENSES OF AIRLINES FROM TEMPELHOF TO TEGEL WOULD BE SMALL IN COMPARISON WITH OPERATING COST DIFFERENCES, PERHAPS ONLY A FEW HUNDRED THOUSAND DMS.

3. CAA BEAL CONCURS WITH ABOVE.

4. COMMENT: PANAM HAS SUBSEQUENTLY CONFIRMED THAT ABOVE ESTIMATES OF INCREASED ANNUAL OPERATING COSTS WITH BOTH AIRLINES AT TEGEL WERE TENTATIVE FIGURES WORKED OUT BY AIRLINES THEMSELVES. IN PANAM'S CASE, ESTIMATE DOES NOT INCLUDE CHARGES FOR EQUIPMENT PARKING OR FOR FOOD-SERVICES FACILITIES, FOR WHICH BFG TEGEL RENTS NOT YET DETERMINED, NOR COSTS OF ADDITIONAL PANAM PERSONNEL AND/OR EQUIPMENT IF REQUIRED. PANAM ESTIMATES STUDY GROUP REPORT WILL GO TO SENAT BY END OF SEPTEMBER. IN MISSION'S VIEW, IT WOULD BE PREFERABLE TO AWAIT REPORT AND SENAT COMMENTS ON IT BEFORE UNDERTAKING FURTHER
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CONSIDERATION OF PROBLEM. KLEIN

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